



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 24, 2007

### **S. 694**

### **Cameron Gulbransen Kids Transportation Safety Act of 2007**

*As ordered reported by the Senate Committee on Commerce, Science, and Transportation  
on May 16, 2007*

S. 694 would establish additional safety measures in automobiles to protect children and would require the National Highway Traffic Safety Administration (NHTSA) within the Department of Transportation to oversee the implementation of such measures. S. 694 would require NHTSA to complete rulemakings and issue regulations regarding certain safety features on automobiles designed to improve the safety of children inside and behind vehicles. The bill also would require NHTSA to implement and to oversee the compliance of automobile manufacturers with those regulations. Further, the bill would require NHTSA to establish and maintain a database of injuries and deaths involving a single vehicle that is not in the flow of traffic and which is not involved in a crash, and to provide information about such accidents to the public through a consumer information program.

Based on information from NHTSA, CBO estimates that implementing the bill would not significantly increase spending subject to appropriation. Enacting the legislation would not affect direct spending or revenues. The bill contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

S. 694 would impose several private-sector mandates on certain manufacturers of motor vehicles. The bill would require the Department of Transportation to implement new regulations requiring that all vehicles have automatic reversal of direction by power windows and panels when they detect an obstruction, a rearward visibility performance standard to prevent backing incidents, and automatic transmissions to have an anti-rollaway system that requires the service brake to be depressed before the transmission can be shifted out of park. Because the cost of these mandates would depend on the rules to be established by the Secretary of Transportation, CBO cannot determine the exact cost of all of the mandates contained in the bill. However, based on information from NHTSA, it is likely that the cost will be in the billions of dollars and thus would exceed the annual threshold as defined in UMRA for private-sector mandates (\$131 million in 2007, adjusted annually for inflation).

In addition, those sources estimate the cost to comply with the regulations for power windows would be about \$25 per car. Furthermore, those sources estimate that it would cost vehicle manufacturers approximately \$350 per car to install the equipment that would best enhance rearward visibility. The cost of those two mandates could amount to more than \$5 billion. And finally, the cost to comply with the mandate requiring an anti-rollaway system would be small, since manufacturers are already complying with this requirement.

The CBO staff contacts for this estimate are Sarah Puro (for federal costs) and Fatimot Ladipot (for the impact on the private sector). This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.